

Today's Advertisements.

HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the rate of 3% (ONE DOLLAR AND FIFTY CENTS PER SHARE), for the 6 months ending 30th June, 1898, will be PAID to those Persons who are Registered as SHAREHOLDERS in the above Company on the 1st August, 1898. The TRANSFER BOOKS of the Company will be CLOSED from 25th July to 1st August, both days inclusive.

By Order,
EDWARD OSBORNE,
Secretary.

Hongkong, 15th July, 1898. [672]

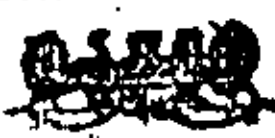
NOTICE TO SHAREHOLDERS.

THE SIXTY-FOURTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 15, Bank Building, Queen's Road Central, on TUESDAY, the 2nd August, at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant to 2nd August, inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 15th July, 1898. [666]



IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE OF JAMES LUCIEN PROSSER, LATE OF VICTORIA IN THE COLONY OF HONGKONG, GOVERNMENT SURVEYOR IN THE PUBLIC WORKS DEPARTMENT, DECEASED.

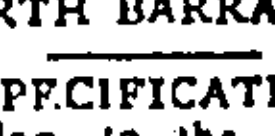
NOTICE is hereby given that His Honour Sir JOHN WATSON, C.J., in the Court of Probate, has by virtue of a Decree of the Court, dated the 12th day of November, 1897, for sending in claims against the above Estate.

All Creditors are hereby required to send their claims to the Under-Secretary of the said date.

Dated this 15th day of July, 1898.

J. W. NORTON-KYSE,
Registrar and Official Administrator.

[663]



TENDER FOR ALTERATIONS TO NORTH BARRACKS.

PLAN and SPECIFICATION may be seen by applying to the SUPERINTENDING CIVIL ENGINEER, Works Loan Department, H.M. Navy Yard.

SEALED TENDERS to be sent under cover to the Commanding Officer, not to be opened until the 15th day of July, 1898.

Hongkong, 15th July, 1898. [669]

CHINA NAVIGATION COMPANY, LIMITED.

FOR FOCHOW.

THE Company's Steamship

"CHANGSHA,"

Captain Williams, will be despatched TO MORROW, the 16th instant, at 5 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th July, 1898. [631]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR,"

Captain Barr, will be despatched as above on TUESDAY, the 13th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th July, 1898. [650]

FOR YOKOHAMA.

THE Steamship

"TAMU MARU,"

will be despatched as above on WEDNESDAY, the 20th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th July, 1898. [667]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, LAKESTON AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"

Captain Williams, will be despatched on SATURDAY, the 23rd instant, at 5 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th July, 1898. [647]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"PATHAN,"

will sail on the 27th July, 1898.

S.S. "SIKH" about 15th Aug., 1898.

S.S. "ARGYLE" " 31st Aug., 1898.

S.S. "MACDUFF" " 15th Sept., 1898.

S.S. "GHAZEE" " 30th Sept., 1898.

For Freight or Passage, apply to DODWELL, CARILL & Co., Agents.

Hongkong, 15th July, 1898. [693]

Today's Advertisement.



ON and after this date REGISTERED LETTERS will be accepted at the KOWLOON and WESTERN BRANCHES of the Post Office.

A. M. THOMSON,
Postmaster General.

General Post Office,
Hongkong, 15th July, 1898. [671]

Intimations.

DAKIN, CRICKSHANK & COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to Hotels, Clubs, Messes and Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [3]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.



A. S. WATSON & CO., LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Colony on account of their excellence.

Absolute Purity is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

SIR EDWARD FRANKLAND, K.C.B., D.C.L., F.R.S., &c. the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 18th June, 1898. [7]

BIRTH.

At 10, Knollsford Terrace, Kowloon, on the 15th instant, the wife of A. RICHIE, United Assurance Oriental Agency Limited, daughter.

[670]

THE HONGKONG TELEGRAPH

HONGKONG, FRIDAY, JULY 15, 1898.

NOTES AND COMMENTS.

The cycling fiend is now becoming a great nuisance in the Colony, not only in Hongkong itself but even upon the roads of Kowloon, where cyclists are to be seen daily racing along at a high rate of speed with little or no regard for the safety of foot passengers. It is curious that a mere machine should so corrupt the better feelings of the average man, but the possession of a wheel appears to breed a contempt for his less blessed fellow mortals in the breast of the average cyclist and he soon comes to the conclusion that the whole of the public highway is maintained for his especial benefit and that all foot passengers must make way for him. He has a bell attached to his handle bar but he seldom or never makes use of it until the last possible moment, just giving the luckless pedestrian time to slip suddenly to one side, where he probably lands in a muddy gutter or collides violently with some one else to whom he has to apologise, while the cause of the trouble is gaily speeding on well out of hearing of the muttered maledictions heaped upon his heedless head.

Only a couple of days ago an accident occurred that may possibly result fatally, and it is certainly high time that some action was taken by the authorities to put a stop to reckless riding and to check the very unpleasant habit that the cycling fiend has of trying how close he can shave by a pedestrian at high speed without an accident. So far as we are aware there is not even an ordinance in force obliging cyclists to carrying lights after sundown, or if such an ordinance does exist it is universally disregarded by our local wheelmen and never enforced, for almost any evening cyclists may be met upon the roads of the Colony after dark with either no lamps at all on their machines or lamps that are not lighted. While cycles were few and far between in the Colony there was little need for the framing of regulations, but now that the pastime has become a mania in Hongkong it is high time that some action was taken in the matter. We would also suggest a few warning notice boards being placed in conspicuous positions upon some of the steeper hills in the Colony, in order that cyclists may have no excuse for reckless coasting.

A letter appears over the name of "Mapalat" in last night's issue of the "China Mail," in which the writer bitterly complains of the manner in which "Those who have a notorious interest in concealing the truth have ever tried to form a false history of the Philippine Islands." The writer also charges us with mis-stating facts and calling the Philippine rebels a mob of savages. We do not intend to enter into any discussion of the rights and wrongs of the case at present, but would beg to point out that our information upon the facts of the Philippine rebellion is in all probability equally as good as that of "Mapalat." If "Mapalat" has any complaint whatever to make of the manner in which we have treated the subject of the rebellion or the conduct of its leaders we can assure him that our columns will be open to him and we are perfectly willing to give him a fair hearing.

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THE BRITISH NAVY AND JAPANESE OFFICERS.

TOKYO, July 6th.

Admiral Fitzgerald, the Commander of the British Squadron on the China station, to-day entertained at dinner on the "Grafton," at Yokohama, Marquis Salvo, Admiral Yui, and a number of Japanese naval officers. Sir Ernest Sartorius, the British Minister, was present.

Marquis Salvo has invited to dinner at his villa at Magure, to-morrow, Admiral Fitzgerald, Sir E. Sartorius, and the captain and other officers of the "Grafton," his invitation even including some of the blue jackets. — *Kobe Chronicle*.

WEATHER REPORT.

The Observatory report to-day says:—On the 15th at 11.50 a.m.: The barometer has risen in S. China, fallen in the extreme North. The small depression seems to have entered the coast to the N. of Foochow during the night. Another depression is, this morning, passing from the continent into the N. part of the Sea of Japan. Gradients slight for S. winds on the S. coast. FORECAST:—Moderate S. winds; mostly fair, but probably some showers.

LOCAL AND GENERAL.

STRAILING sixty copper coins to-day resulted in a cooling to go to for twenty-eight days.

FOR carrying a revolver without a licence a Chinaman was to-day fined \$50 or two months.

INSPECTOR Reddie had six cockloft cases before the Police Magistrate to-day and fines of from \$5 to \$10 were inflicted.

A CRIMINAL of the nondescript class was imprisoned to-day for six weeks for stealing a carpenter's metal watch.

A COOLIE was to-day sent to goal for a month for stealing a camphor-wood box, the property of a Queen's Road carpenter.

A TELEGRAM dated Adelaide June 23rd in an Australian paper says:—Russia is watching the Philippines with a very jealous eye (!)

A COOLIE was to-day sent to goal for three months for entertaining a house, breaking open a box and stealing a quantity of clothing.

FOR having four tails of opium unlawfully in his possession a coolie was to-day sent to prison for six weeks, unless he pays a fine of \$50.

A CHINAMAN was to-day charged with having 50 cabbages of rice illegally in his possession and Capt. Hasling, fined him \$15, in default six weeks.

INSPECTOR Denoon had an offender under the Kerosene Ordinance before Captain Hasling to-day and a fine of \$10 in default six weeks, was imposed.

ANOTHER big batch of rogues and vagabonds figured at the Magistrate to-day. P. C. McHardy being responsible for the majority. They were sent to goal for various terms.

THE Hon. E. R. Bellios and Mrs. Bellios desire, through our medium, to gratefully acknowledge the numerous expressions of sympathy they have received in their recent bereavement.

In a police court case reported yesterday in the "Telegraph" the lady who summoned Mrs. McRae was inadvertently described as being Mrs. Johnston, whereas it should have been Mrs. Baron.

THE P. & O. mail steamer "Coromandel" transferred at Hongkong to the same Company's "Yokan" for Kobe, £750,000 in gold bars for the Japanese Government. The metal is supposed to be for supplementing the gold currency of Japan.

WE (*Shanghai Daily Press*) hear on good authority that the Shanghai washermen, despite all their stipulations having been acceded to by the employers, are now demanding a promise of a \$2 cash bonus at each China New Year. The employers have now definitely decided to charge \$3 per 100 pieces from residents ashore and \$4 per 100 from the steamers.

THE Band of the K. O. L. Regiment will play the following programme at the Officers' Mess this evening, commencing at 8 o'clock:—

Overture.....Guillaume Tell.....Rossini

Selection.....The Lily of Killarney.....Benedit

Apprentice.....Irish Air La Valse.....Waltz

Selection.....The Cherry Tree.....Grieg

Selection.....The Cherry Tree.....Grieg

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a Government L. A. advice is said to have reached the Government (from London) to that effect.

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THE REBELLION IN SOUTH CHINA.

The Hongkong Canton and Macao Steamboat Co's Hongkong-Canton liner *Honan*, Captain W. S. Grogan, arrived on her way down to Hongkong today by the Chinese steamer *Hoo-po*. The *Hoo-po* is from Swatow and she has on board 1000 'braves', who are being hurried to the front, near Wuchow.

LESSONS OF THE WAR.

FROM THE NAVY LEAGUE JOURNAL, JUNE, '98.

The war has now been in full progress for five weeks, and it is already possible to learn some important lessons from the operations. The first is the essential necessity of keeping touch with the enemy's battle-fleet. It is probable that the United States fast cruisers were unready and unprepared at the commencement of hostilities, and whilst they were coasting ship and drilling their guns, Admiral Cervera slipped out to sea. Nothing the knowledge of which has resulted in America, we should ask whether our navy could be caught thus unprepared. Supporting tomorrow war broke out between England and France, where are our fast cruisers to proceed instantly to Cherbourg and Brest? The answer is that they are in the dock, and without crews, in many cases without coal and ammunition, and hours or days must elapse before they can be on their stations. Is it not the first lesson of the war that we should always have in the channel a squadron of four or more fast cruisers to maintain? It is at least doubtful whether the eighteen destroyers of the instructional flotilla could carry out the work of watching and following an enemy who had gunners.

The second lesson is the immense importance of scouting. Sir G. Clarke, in an admirable and timely article in the *Navy Annual* for 1898, has investigated the methods of searching for an enemy. Let us hope that due attention will be paid to his arguments. "We should," he writes, "neglect to include applied naval tactics in our system of naval education. Such neglect is dangerous." This remark is in entire consonance with the paragraphs on "Battle-tactics" in the Navy League confidential memorandum, issued six months ago. We must study scouting and the methods of search for an enemy practically and on a large scale. Our recent manoeuvres have improved this lesson, which reduced the operations of the content fleet to a simple race, and produced a very general impression. We want to stimulate action as clearly as possible, and not to get away from its conditions and problems.

The third lesson is taught by the terrible slaughter of the *delecta* at Manila. We must have our gunnery up to the mark and for that end should grudge no expenditure of ammunition in target practice. Prizes should be offered by our rulers and by the Admiralty to the ships which do the best, and warm personal interest should be shown. It is by good gunnery that battles will be won and the sacrifice of British life diminished. Every reasonable distinction and a substantial increase in pay might well be granted to the expert gunner. If report can be trusted, the shooting of our fleet is not what it should be. This is a peril, should the report be true, which cannot be minimized. Better to have ten ships manned by gunners who can hit the target, than twenty manned by seamen who will waste ammunition. Moreover, we should see that our sailors are not sent out to battle in ships with much combustible wood about them, or behind guns which are out of date. Once more we repeat Bismarck's wise and humane words: "If we are obliged to stake the blood of our people against our enemies in the field, then we are bound to provide them with the best weapons of attack and defence which money can procure." And if this policy is not carried out the nation will hold authority responsible.

It should not escape our notice that the coal supply of the new Russian ships is greater than that of our British battle-ships. The *Prezidents* for instance, carry 2,500 tons of coal to their *Formidables*, 1,800 tons, 2,000 tons. These are rather worse armed, but are 2,500 tons lighter, and are well protected. According to Buxley the coal storage of our new armored cruiser is only 800 tons at normal draught. The public is beginning to ask why this lack can combine big coal supply, terrific battery, and phenomenal speed, whereas our cruisers are for their size amongst the worst armed in the world. It is possible that we number our vessels too much with heavy reserve armor. In this connection an able American officer suggests that these ships should be relegated, at all, to store-ships, and that the weight saved should be devoted to guns and armor. This point is well worth attention.

BRITISH GUNNERY.

A recent and very remarkable article in the *Naval and Military Record* calls attention to the exceeding badness of the target practice in the Mediterranean fleet. The following figures are given:

Calibre.	Rounds.	Hits.	Per cent of Hits to Rounds.
13.5-in. B.L.	174	35	20
10-in.	39	17	43
9.2-in.	10	10	100
6-in.	1	0	0
5-in.	66	15	22.7
6-in. Q.F.	566	115	20
6-in. (conv.)	99	20	20
4.7-in. Q.F.	483	141	29.2

During the overhaul of the *St. George* in dry dock over 100 lbs. weight of live coals were found inside the casing of the port propeller near the bosses.

"THE FOOD SUPPLY OF GREAT BRITAIN"

The following figures are from Mr. R. B. Maxton's *War, Famine, and Food Supply*. They are taken by him from the *Corn Trade Year Book*, and refer to the year 1894-5:

Wheat grown at home	7,583,000
Total import of wheat and flour	20,073,000
The principal items in the total imports are as follows:	

Grown within the Empire:—

Quarters.	
India	1,407,000
Canada	1,077,000
Australia	988,000
Supplied by Great Powers whose friendship is doubtful:—	

Quarters.	
The United States	10,200,000
Russia	5,100,000
The balance comes from Argentina (3,843,000 quarters) and other weak neutral Powers; some also from Germany.	

DELICIOUS.

The loss of H.M.S. *Collingwood* is reported in the *British Daily*, and is ascribed to the following singular cause:—"Not only her engines, but also her hull have been almost entirely eaten by rats, which infest her, and which have defeated every attempt to exterminate them. In vain have cats and dogs been introduced on board. The rats have eaten the engines of their race and have methodically pursued their aim—the

destruction of the ship. The rats are such that the *Collingwood* can only be used for kindling-wood in the dockyards."

LORD CHARLES BURESTON ON THE NAVY.

Another point for which he had fought for many years, and which he hoped yet to carry out, was the help of the Navy League, was in reference to the vessels under reserve. At this moment we had forty-six vessels in commission or reserve armed with muzzle-loading guns. There was no nation in the world that had so many vessels armed with muzzle-loading guns except ourselves. Another important question was that of the reserve. We ought to have a reserve of 75,000 men for the fleet, but we had only got 23,000. A certain proportion of these were fishermen, whom we could get at once, but the larger proportion were serving in the mercantile marine. When they came to consider how few British seamen there were in the mercantile marine, how vast it was, it was possible that they were to man their military ships in time of war? The duty of the Navy was to run the mercantile marine in time of war to bring over food, raw material, etc. We should require to keep it manned by British seamen, because the mercantile marine would be denuded of the foreigners who now formed the predominant number in the ships company. What they wanted of a reserve man was that directly he went on board a ship in the fighting line he would go to his billet at once and know how to carry out the orders given to him, and that he knew how to fire a gun. The audience would hardly credit it, but a large number of these reserve men had never seen a gun fired at all. Not one of the reserve ships or one of the batteries had a modern quick-firing gun. In it. Most of them had obsolete guns, which no naval reserve man would ever see if he went on board a fighting ship. The guns these men were trained with were the 64-pdr. muzzle-loader, the 9-in. and 7-pdr. field-piece, and the 12-in. Nordenföhrd, none of which guns existed in the British Navy. That seemed curious way of training men to be ready for any sudden emergency. He also pointed out the importance of providing fast and properly equipped colliers for the fleet, and of having workshop ships, so that injuries received in action might be at once temporarily repaired.

GERMAN SYSTEM.

THOSE IGNORANT TEUTONS. One of the consequences of recent German naval developments will be an increase of the number of naval officers from seven hundred and fifty to about a thousand, and a still greater increase in that of non-commissioned officers. The number of the Army officers increased into the Navy for temporary service is considerably greater than in other countries, for the German authorities seem to attach more importance to others to the acquisition of a thorough knowledge of naval tactics and coast defence by Army men. It seems intended to form, to appoint, a General Staff for combined military naval tactics and strategy, partly consisting of officers who distinguished themselves at the Academy of War, and are to do duty in the Navy for seven months.

NAVAL EXPENDITURE.

According to the German official figures, the Naval expenditure of the Great Powers per ton of shipping is as follows: Japan, 175; Russia, 165; France, 81; Italy, 53; the United States, 30; Germany, 19; and Great Britain, 12. These figures, however, do not prove much. It may be granted that a good case has been made out for an increase in the German Navy.

ADDITIONS TO THE AMERICAN NAVY.

The designs for the four new monitors called for by the Naval Appropriation Bill have been determined upon by the Naval Board of Construction. Their displacement will be about 2,500 tons on a draught not to exceed 12 feet. They will be furnished with water-tube boilers and twin-screw engines of 3,500 horse power, which will be expected to drive the monitors at 12 knots under natural and 13 knots under forced draught. They are to be furnished with a single turret and a fighting mast. The turret will be carried well forward clear of obstructions. It will be protected by 12 inches of Harveyized steel, and within it will be two of our latest pattern 16-inch 45's. On superstructure deck amidships will be placed several 4-inch rapid-fire guns and a numerous battery of 6 and 8-pounders and machine guns. The new monitors will sit low in the water, having a freeboard of only 20 inches, and as the belt armor will consist of 12 inches of Harveyized steel, the new vessel will be very difficult objects for the enemy to hit and disable. The small draught of 12 feet will enable them to navigate shallow channels and shoals in our harbours which would be impassable to the deep draught sea-going craft of the enemy.

It will be seen that the new monitors will be 1500 tons smaller than the *Terror*, *Albatross*, and *Mainton* and 3500 tons smaller than the *Puritan*. Their speed will be about 12 knots greater than the first named boats and about the same as that of the *Puritan*. They will carry only half the number of heavy guns, but their handiness, light draught and powerful secondary batteries and general up-to-date efficiency will render them scarcely less powerful than the ships of the *Terror* class.

SHIPS PAINT.

A Ship bottom Paint consisting of seaweed, which, while green and moist, is ground in oil and mixed with litharge, lead acetate, turpentine and linseed oil, has been patented in England, says the *Far Eastern Review*. The coating is said to be not only a good protection against adhering of shells, but also prevents worms from entering wooden ship bottoms or any wooden submarine constructions. The mode of manufacture is as follows:—

Into a certain quantity of linseed oil, say 48 litres, put 1 pound of litharge and 1 pound of seaweed, and boil for five hours at 600 Fahr. Now bring this mixture to the light painting consistency with turpentine and add 1 liter of seaweed which has been ground in oil, in the green and wet condition, as gathered on the shore. For coloring, various substances, such as other, etc., may be added, whereupon the paint is ready for use.

PROTECTION AGAINST THE TARNISHING OF SILVER WARE.

All silver ware as well as plated goods are liable to tarnish, if not used for some time, especially if coal is burned in the house or in the neighborhood, because the sulphur contained therein blackens the silver. Tarnish protection from the tarnishing can be had, however, according to the *Deutsche Maler Zeitung*, by first slightly warming the silver and then coating it, by means of a fine brush, with collodion strongly diluted with alcohol. This coating dries at once and forms a very thin transparent as well as invisible covering, which protects the silver completely and may be removed, if necessary, with hot water. In the English stores this method has been employed for a long time, to save the silver ware in the shop windows from tarnishing.

ACQUITTED AFTER A YEAR'S IMPRISONMENT.

We reproduce the following paragraph from the *Japan Times*:—"Mr. Suleich Kijima, who has been under custody of the Police during about a year, on the suspicion of his being an accomplice with the late Gikan Yoshikawa of the Nippon Teisudo Katsusha, who embezzled a sum of 60,000 yen belonging to the company, was acquitted a few days ago at the Tokyo Court of Appeal. He will be said, institute an action for damages against the company."

That paragraph should be given as wide a circulation as possible. It forcibly illustrates the danger, to which any foreigner may be exposed a year hence, not on account of deficiency in the law, which contains a number of provisions relating to bail, but because it is the practice of Japanese judges to ignore such provisions. The negotiators of the Treaties appear to have considered the law as expressed on paper, and to have ignored the practice of Japanese Courts, else they would scarcely have allowed their nationals to become subject to a jurisdiction under which it is quite a common thing for men and women to be imprisoned for months and then be acquitted as innocent. *Kobe Chronicle*.

H. G. BROWN & CO., LIMITED, IN LIQUIDATION.

The following is the report of the Liquidator for presentation at a general meeting of shareholders to be held at No. 27, Queen's Road Central, at noon, on Saturday, 16th July, 1898:—"The Liquidator has now begun to present to Shareholders a Statement of the Company's Accounts made up to March 31st, 1898."

It is to be regretted that these Accounts are not final, but the disturbances in the Philippine Islands have greatly delayed the winding up; and there remain one or two items to be cleared up. When these are cleared, the winding-up can be completed, and the remaining assets distributed.

As will be observed from the accompanying Accounts, there is a cash balance in hand of \$6,014.53, and the Liquidator proposes, should be disposed of as follows:—

To distribute \$500 per share on 600 shares \$300,000 00
To carry forward to next Account 6,014.53

\$306,014.53
which I hope will meet with approval.
J. WHELAN, Liquidator.

Hongkong July 12th, 1898.

NOTA D A.

CALENDAR.

JULY.
Meteorological means based on ten years' observations to 1898.

Barometer	29.73
Thermometer	81.5
Humidity	81.5
Rainfall	15.98

TO-DAY.
Friday, 15th July, 1898.

Chinese—16th of 6th moon of 23th year of Kwong-hai.

Jewish—17th Tammuz, 5657.

Mohammedan—14th Saphar, 1318.

Sun—Rises 5hr. 25min.

Sets 5hr. 45min.

High water—Morning 8hr. 17min.

Afternoon 1hr. 10min.

Low water—Morning 8hr. 27min.

Afternoon 4hr. 38min.

ANNIVERSARIES.

1834—Arrival of Lord Napier at Macao.

1888—Eruption of Bandai-san volcano, Japan; 500 lives lost.

TO-MORROW.

Saturday, 16th July, 1898.

Moon—Maximum Declination N. 1hr. 40m.

High water—Morning 8hr. 51min.

Afternoon 1hr. 10min.

Low water—Morning 8hr. 27min.

Afternoon 4hr. 38min.

ANNIVERSARIES.

622—Flight of Mahomet.

1842—British Trade with China re-opened.

1844—Robbery at Government House, Hongkong.

1872—The King of Cambodia visited Hongkong.

1873—Nepolis captured by the Russians.

1896—Loss of the *Albatross* off the Philippines.

1896—Laying of the Japan-Formosa Telegraph Cable commenced.

1897—Formosa-Japan Telegraph Cable opened.

SHIPPING AND MAIL NEWS.

MAILS DUE:

French (*Ernest Simon*) to-morrow.

American (*Bagle*) 1st inst.

Australian (*Ching*) 2nd inst.

Canadian (*Empress of China*) 3rd inst.

NOT KNOWING WHAT ELSE TO DO.

To save ourselves trouble and suffering by learning from the experience of others—that is the wisdom of history. Otherwise every generation, and every man and woman therein, would have to begin back where their ancestors did. Every one of us has to learn the alphabet for himself; but after that he can read and benefit by what others have written. It is that idea plain as peas in a split pod? Yes. Well, then, let us see whether it has anything to say to the facts set forth in the following letter:—

"After my confinement," writes a woman, "in August of last year (1893), I could not get up my strength. My food did not seem to be of any use to me. In some way I was ill, but I could not get to the bottom of it. My tongue was swollen and thickly coated, and I was constantly spitting out the thick phlegm which gathered in my throat and mouth. No matter how little food I took—even a morsel—it gave me great pain at the throat and sides; and sometimes it would dart through to my back between the shoulders."

"Often I would be sick and heave and strain until I was quite blue. Then, again, a pain would take me in the stomach and cut through me like a knife. I had a dry, hacking cough which never left me, and I sweated terribly at night. The cough was so bad that I often had to hold my sides when I had spells of it."

"Nearly every bit of flesh went off my bones, and I got so weak I could not put my foot to the ground. People said I was in a consumption, and I had little hope of getting better. I was so nervous that the least noise would startle and upset me. Those who called said it was pitiable to see the condition I was in."

"I saw two doctors who gave me medicine, but I only got worse and worse. At the end of October (1893) I was told by a small boy, a friend of Mother Selig's, that he had a cure for my trouble, and I went to do, I went to Mr. Baxter, the druggist, Brookhouse, and got a bottle. After I had taken it but a few days I was better. I could eat something, and it stayed on my stomach, and the pain was less severe. As I took doses after doses of the Syrup the improvement went on, all the bad feelings abated, and I gained strength. I wasn't long before the cough was quite gone, and I was well and strong as ever."

"After my recovery, a neighbour said to me, 'Mrs. Redhead, you have made my heart and many a time when I was so bad.'"

"Thank you," I replied, "and I was as enough myself, but Mother Selig's Syrup has made me glad again, for it has given me back my good health."

"And in thankfulness for it I am very willing you should publish what I have told you. (Signed) Mrs. Mary Jane Redhead, 78, Peter Street, Blackburn, April 4th, 1894."

We congratulate Mrs. Redhead, and tender our regards to the kind-hearted neighbours who were so sorry for her. But what a pity that Mrs. B. didn't know in August what she learned in October—namely, that her disease was indigestion and dyspepsia, and that Mother Selig's Syrup is a cure for it; some folks say the only cure. Well, we suppose she had to wait her turn to find that out. There's a deal of mystery about these things.

Any one who is sick, and the printing of her story will enable lots of other sufferers to begin where she left off. They won't take the Syrup as she did, not knowing what else to do, but they will take it the very day they fall ill, knowing that to be exactly the right thing to do.—*Ad.*

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"V. NDOBONA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Undersecretary before Noon on the 16th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 16th instant will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 11th July, 1898. [1-844]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "ARGVILL."

FROM PORTLAND, YOKOHAMA AND KOBE.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co., Agents.

Hongkong, 11th July, 1898. [1-844]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co., Agents.

Hongkong, 12th July, 1898. [1-844]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, Fiume, PORT SAID, SUZ, ADEN, KURACHI, BOMBAY, COLOMBO, PENANG & SINGAPORE.

THE Steamship

"MARIA VALERIE,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

To be Let.

TO LET.

FLOORS IN STAUNTON AND ELGIN STREETS.

No. 3, ELGIN STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 10th June, 1898. [1-2]

TO BE LET IMMEDIATELY.

THOMSEN'S HOTEL, KULANGSU, AMOY. Furniture to be taken over.

For particulars apply to J. E. THOMSEN & CO., Amoy.

10th June, 1898. [811]

TO LET.

THREE ROOMS on and Floor No. 8, Queen's Road Central, Suitable for OFFICE, Rent Moderate.

Apply to Mr. SUI SANG, On the premises.

Hongkong, 7th March, 1898. [247]

Intimations.

ANTI CORROSIVES.

ANTI FOULINGS.

MANUFACTORY

all sorts of OIL PAINTS and COLOUR-WASH PREPARED IN ALL COLOURS TO SUIT PURCHASERS.

GENERAL AGENCY.

BAILEY'S ENGINEERING AGENCY, 17, PRAYA CENTRAL.

Hongkong, 14th May, 1898. [29]

CARBOLINEUM-AVENARIUS

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUGGERS, EINSMANN & Co.

Hongkong, 11th September 1896. [10]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S PATENT MOTOR LAUNCHES

DAIMLER'S PATENT MOTOR LAUNCHES

SOLE AGENTS FOR FERGUSON'S SPECIAL CREAM

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
'RION MARU'..... A. E. Moses	SEATTLE, WASH., U.S.A., VIA KOBE and YOKOHAMA	SUNDAY, 17th July, at Daylight.
HAKATA MARU..... F. L. Sommer	MARSEILLES, LONDON and ANT- WERP, via SINGAPORE, Penang, Singapore, Java, Port Said, Panama, Colon, and Port Said	TUESDAY, 19th July, at 4 P.M.
OMI MARU..... C. Young	NAGASAKI, KOBE & YOKOHAMA	MONDAY, 25th July, at 4 P.M.
YAMASHIRO MARU..... J. Jones	THURSDAY ISLAND, PORT DOUGLAS, TOWNSVILLE, MAC- KAY, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 29th July, at 4 P.M.
INADA MARU..... W. Balbridge	MARSEILLES, LONDON, and ANT- WERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	TUESDAY, 2nd August, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 14th July, 1898

MAISON DE TRAVAUX
DYLE ET BACALAN
Capital: 5,000,000
Head Office: 15, Avenue d'Orléans, Paris

WORKS IN EUROPE:
BRUXELLES (BELGIUM) and
LONDON (ENGLAND)

Railways and Tramways, Plant and Rolling Stock, Carriages and Wagons, Wheels, Axles, and other material for Railways, Permanent and portable (demonstrable) Bridges for Roads, Girders and metallic Frames, Steam Launches and Steamboats, Puffers and other Engines, Drifters.

CONTRACTORS
Constructing and Working
all kinds of Iron and Steel Structures

Apply to Messrs. DODWELL, CARLILL & Co., Hongkong, Agents for the Straits Settlements, F.M.S., and the Colonies.

TEETHING BABIES

need time for the teeth. All children need time for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough time. When children are then they need material for making flesh.

Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in an easy form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, security, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/6 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

SERRAVALLO'S

FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC

OR

PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong—

A. S. WATSON & Co.

Hongkong, 1st September, 1898.

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.

HE Company's Steamship

"MARIA VALERIE,"
Captain A. Feller, will leave for the above places TO-MORROW, the 16th instant, A.M.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 14th July, 1898. [840]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE SOURABAYA AND SAMARANG.

THE Company's Steamship

"FAUSANG,"
Captain M. Goucy, will be despatched as above TO-MORROW, the 16th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 14th July, 1898. [846]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA STRAITS.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"MOVUNE,"
Captain R. Conradi, will be despatched as above TO-MORROW, the 16th instant.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 14th July, 1898. [784]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES,"
Captain Balhurst, will be despatched for the above Ports, on SUNDAY, the 17th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS, LAPRAIK & Co.,
General Managers.

Hongkong, 14th July, 1898. [865]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.

THE Company's Steamship

"HUPEH,"
Captain Quail, will be despatched as above on MONDAY, the 18th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 14th July, 1898. [863]

FOR ILOILO.

THE Steamship

"EDDIE,"
Captain Land, will be despatched for the above Port on MONDAY, the 18th instant, at 5 P.M.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 14th July, 1898. [864]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NINGPO.

THE Company's Steamship

"TAMSUI,"
Captain Moore, will be despatched as above on TUESDAY, the 19th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 14th July, 1898. [864]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"
Captain Williams, will be despatched on SATURDAY, the 23rd instant, at 5 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th July, 1898. [847]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"PAKLING,"
Captain H. L. Allen, will be despatched as above on or about the 19th instant.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 13th July, 1898. [861]

SAILING VESSELS.

FOR NEW YORK.

THE "A" A Norwegian Bark

96.

"PRINCE ARTHUR"

Captain Olsen, having arrived will load here for the above Port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBERG & Co., Agents.

Hongkong, 12th July, 1898. [858]

FOR SAN FRANCISCO.

THE "A" A British Ship

"HAWTHORNBANK"

Greig, Master, now loading here for the above port and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 14th July, 1898. [744]

Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Victoria 1,367 | J. Trubridge ... | July 19.

Olympia 1,505 | T. H. Bobsan ... | Aug. 6.

Arizona 1,505 | J. Pantan ... | Aug. 23.

Tacoma 1,549 | A. Dixon ... | Sept. 17.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Drammar 1,361 | E. Porter ... | Aug. 13.

Drammar 1,361 | W. H. Wright ... | Sept. 10.

Columbia 1,265 | A. G. ... | Oct. 1.

Drammar 1,361 | E. Porter ... | Nov. 5.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table.

Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, 4th July, 1898. [64]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON.

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern ... | Wednesday | 12th July.

Prins Heinrich ... | Wednesday | 17th Aug.

Darmstadt ... | Wednesday | 14th Sept.

Prinzess ... | Wednesday | 12th Oct.

Sachsen ... | Wednesday | 9th Nov.

Bayern ... | Wednesday | 7th Dec.

Prins Heinrich ... | Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 20th day of July, 1898, at 9 A.M., the Company's Steamship "BAVERN," Captain E. Prehn, with

MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 18th July. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 19th July, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 19th July. Contents of Packages are required.

No Parcel Receipts will be signed for less than 25 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 22nd June, 1898. [723]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading Issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"DALLAARAT,"

Captain W. J. Meier, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 23rd instant, at Noon, taking Passengers and Cargo for the above Ports.

Sils and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; or other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

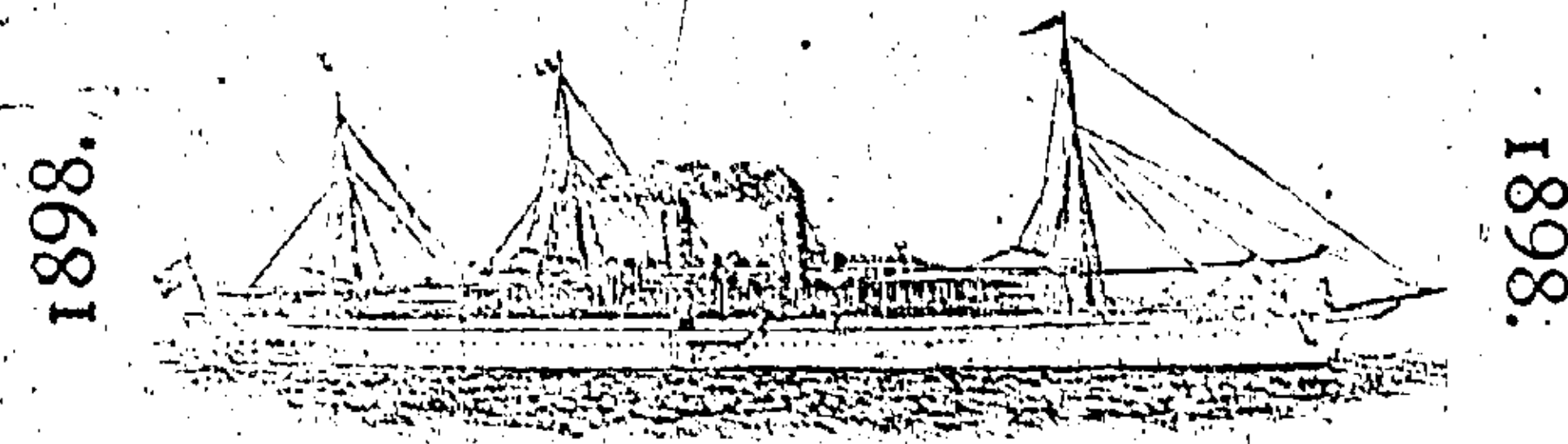
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 9th July, 1898. [5]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Two Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EXPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 20th July, 1898.

EXPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 10th August, 1898.

EXPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 31st August, 1898.

THE magnificent Two-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK on the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Coastline from the PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close collecting agencies at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 29th June, 1898. [3]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 26th July, at Noon.

Capit (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 13th Aug., at Noon.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 1st Sept., at Noon.

THE Company's Steamship

"BELGIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 26th July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 13th July, 1898. [2]

THE U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Glenfarg (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... To-morrow, 16th July, at Daylight.

Glenfarg (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 4th Aug., at Noon.

THE U. S. Mail Chartered Steamship

"GLENFARG,"

will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, TO-MORROW, the 16th July, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to